centuries, too, the Chinese have made extensive use of the canal, not only for irrigation but for transportation. Locks were devised to transfer boats from one level to another. Hundreds of mfles of canals were and are in use. They are particularly numerous on the great alluvial plains on the lower reaches of the Yangtze River, especially in East Central China.

The craft range all the way from great ocean-going junks to sampans which, to use an Americanism, can "float on a heavy dew." On the upper reaches of the Yellow River rafts of inflated skins are not uncommon. Wherever a boat can go, the Chinese have employed it. They have even laboriously pulled them up through the rapids and gorges of the Yangtze and so have made that passage the main route in and out of Szechwan. Many boatmen have acquired extraordinary skill in handling craft which, to the inexperienced foreigner, seem clumsy. When oars are employed, as is often, they are manipulated chiefly by sculling rather than by rowing. It will be recalled that boat traffic, especially when the propelling power is wind or current, is a relatively inexpensive, even though leisurely, form of conveying freight.

In land transportation the Chinese have been much less successful. To be sure, bridges are a familiar feature of almost every Chinese landscape and are of many types—such as massive ones of stone in or near some of the chief cities, gracefully arched smaller stone structures, and ingenious suspension bridges which span the torrents of West China. Great Emperors, notable among them Ch'in Shih Huang Ti and Han Wu Ti, made lavish use of wealth and labor to construct highways throughout their domains. Many of these were paved with huge stones. Officials, too, were

supposed to be charged with the care of ^oads. Great virtue was held to attach to building roads and they were often undertaken at private initiative. However, once constructed, they were usually allowed to fall into disrepair, and the tillers of adjacent fields encroached on them. Through much of China's history they seem to have been very poor. Certainly those which the foreign traveller of the nineteenth and twentieth centuries encountered could seldom be called good.

In the North, land transportation has been partly by crude carts, partly by wheelbarrows (sometimes helped by a sail), partly by donkeys, and partly on the shoulders of men. Camel trains